

AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph at page 7, line 3 to page 10, line 9, with the following rewritten paragraphs:

-- Referring to Fig. 4, a positioning pillar 48 is provided at the front end of the axle 47 which forms a cone surface 50 by degree towards the middle portion. The front end of the cone is provided with a shaft section 49 of the same diameter, whereas the rear end of the cone is provided with a shaft section 51 of larger diameter. The end of the axle 47 is provided with a square cap 52.

Referring to Figs 3 and 4, when assembling the gear set 4, the O-ring 45 will be disposed in the stairs 44 at the end of the bevel gear 42 first, and the washer 46 is disposed in addition to the O-ring 45, and then have the axle 47 pass through the washer 46, O-ring 45 and the bevel gear 42 with the cone surface 50 of the axle 47 stay in the central hole 43 of the bevel gear 42. By way of the engagement of the positioning pillar 48 of the axle 47 with axle hole 41 on the periphery of the positioning block 40, the assembly of the gear set 4 is completed. ~~The other three gear sets 4 are also assembled according to the same sequence mentioned above.~~

Now concomitantly refer to Figs. 1 and 5, the assembled gear ~~sets 4~~ set 4 is inserted into the housing 10 with the square cap 52 at each end of the axle 47 aimed at the grooves 11, 12, 13, 14 on the inner wall of the housing 10. As the width of the square caps 52 match with that of the grooves 11, 12, 13, 14, the axles 47 can be positioned without rotating. In the case of round caps of the axles 47, whatever can be positioned inside of the grooves (11-14) on the inner wall of the housing 10 can be used to obtain the same function.

After inserting the gear ~~[[sets]]~~ set 4 into the housing 10, the bottom of the ~~gear sets~~ gear set 4 is engaged with the helical gears 31 at one end of the pivot 32. Due to the cover's 20 being received by the opening of the housing 10, the helical

gears 31 at one end of the pivot 32 can engage with the top of the four gear sets 4, thereby completing the assembly of the speed controller according to the invention.

When the remote control car is actuated, the power of the motor will be transmitted to the wheels through the tooth rim 23 around the speed controller, so that the remote control car can move in a linear direction. When making a turn, the gear ~~[[sets]]~~ set 4 will engage with the helical gears 30, and the helical gears 31 will engage with each other. The match of the cone surface specially designed for the axles 47 and the bevel gears 42, as well as the shaft sections 49 and 51 provided at the front and rear ends of the cone of the axle 47, can prevent the engaging cone surface 50 of the axle 47 and the cone surface of the central hole 43 from getting stuck.

When the gear ~~[[sets]]~~ set 4 of the speed controller ~~rotate~~ rotates, each bevel gear 42 would be drawn back (toward the side away from the positioning block 40) to form a cone-engagement stopping force along the axis direction of the axle, thereby generating a damping force in-between the cone surface 50 and the central hole 43 due to the centrifugal force generated by the weight of the elements of the bevel gear 42. However, said cone-engagement stopping force need controlled to prevent the cone surfaces 50 and 43 from getting stuck and ceasing operation. Therefore, a small space A is formed in-between the axle 47 to be connected to the cone surface of the central hole 43 and the vertical wall of the shaft section 51; and a space B is formed in-between the shaft section 49 and central hole 43. When the bevel gear 42 is drawn back, it will press on the O-ring 45, which subsequently generates a ~~resist~~ resistant force, as well as a friction damping force. By way of the match of the bearing outside of the speed controller, the two pivots 32, 33 at two ends can obtain an excellent regulation in speed, thereby the remote control car can turn smoothly and easily.

In view of the above, the structure according to the invention has the following advantages:

1. Given the simple components, the gear sets can be easily inserted into the housing after being assembled, without spreading out due to movement.
2. The cone-engagement of each bevel gear and axle can generate a certain data of engagement damping force, rendering the speed difference generated by the speed controller more apparent.
3. Due to the provision of the O-ring, when the bevel gear presses thereon, the O-ring will generate an appropriate ~~resist~~ resistant force and friction damping force to make better speed difference. --